CONSOLIDATED AIRCRAFT CORPORATION
SAN DIEGO, CALIFORNIA

FOR RELEASE MAY 5, 1939

CONSOLIDATED MODEL 31 FLYING BOAT

1. Model designation:

Consolidated Model 31 twin-engine flying boat.

2. Number of Engines:

Two Wright Aeronautical Corporation 18 cylinder twin-row radial engines, each rated at 2,000 h.p. for takeoff.

3. Propellers:

Two 16' diameter three-blade Hamilton Standard Hydromatic full-feathering propellers.

4. Approximate Gross Weight:

50,000 lbs.

5. Number of Crew:

Pilot, Co-Pilot, Flight Engineer, Radio Operator, Navigator.

6.

Wing Span:	110'	approx.
Length Over-all:	73'	"
Height:	22'	"
Maximum Wing Chord:	14'	"

7. Armament:

None

8. General description and Type of Construction:

Twin-engine flying boat constructed of aluminum coated aluminum alloy skin internally reinforced with longitudinal stiffeners and transverse bulkheads and frames. The wings, tail surfaces and the planing surface of the hull bottom are flush riveted.

Wing: Full Cantilever - integral fuel tanks in center section (following Consolidated standard practice); hydraulically operated Fowler Flaps extend from inboard side of aileron to hull. Outboard floats retract to underside of outer wing panel (wing tips too small to permit retraction at the tip as on PBY's). Ailerons and flaps are fabric-covered.

Tail Surfaces: Full cantilever stabilizer with twin fins and rudders. Rudders and elevators are fabric-covered.

Hull: Two full decks -- one above the other -- providing a large flight control compartment and eight additional large compartments.

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Beaching Gear: Hydraulically operated retractable tricycle beaching gear. The nose wheel is housed in a well in the bottom of the hull and the side wheels swing upward into wells in the side of the hull. The side wheels are removable as well as retractable. The nose wheel well and side wheel wells are completely enclosed by doors for maximum efficiency in flight.

General Information:

Unlike previous experimental flying boats which were constructed by the Consolidated Aircraft Corporation under government contract, the Model 31 is the corporation's private venture. While the Navy Department was cognizant of its construction, the development has not been financed by the government nor subjected to the ordinary procurement routine which adds materially to the cost and time for construction. Only ten months were required for the design and construction of the airplane, whereas development of types of similar magnitude has required from two to three years heretofore.

The flight compartment has been completely sound-proofed and furnished with all latest type instruments and equipment.

As a commercial airliner, the Model 31 has a maximum capacity of 52 passengers for day operations and 28 passengers (sleeper) for night operations. For trans-Atlantic flights, the airplane has accommodations for 28 passengers.

As a military airplane, the Model 31 would augment the famous series of twin-engine patrol bombers built by Consolidated for the United States Navy. Although no performance figures may be released, the Model 31 greatly exceeds the PBY's in speed, range and load capacity.

RELEASED BY FRANK A. LEARMAN, CONSOLIDATED AIRCRAFT CORPORATION

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